Bob Jones Pathway
PROJECT DESCRIPTION

PROJECT SUMMARY

This section of the Bob Jones Pathway will result in a separated Class I trail, where possible, for a distance of approximately 4.5 miles between the Octagon Barn in south San Luis Obispo and the existing Bob Jones Trail at the Ontario staging area (near the Salisbury Winery at the intersection of Ontario Road and San Luis Obispo Creek). The existing route places bicyclists immediately adjacent to motorists and requires a physically dangerous at-grade crossing. The proposed project will provide an improved and safer route for bicyclists and new opportunities for pedestrians, encouraging greater use by families and users of all ages and abilities.

The proposed project will be in a more compatible setting with approximately 50 percent of the route adjacent to orchards and fields. The project will include a twelve-foot wide asphalt surfaced pathway with two-foot wide shoulders on each side of the surfaced pathway. Shoulders width may be reduced to zero, and pathway may be reduced to less than twelve feet, if necessary, to avoid specific resources or constraints such as wetlands, riparian habitat, and the highway undercrossing. Pathway width at bridge crossings will be ten feet. Grading and landscaping will occur within a 16 to 20 foot wide pathway easement. The pathway will run parallel to San Luis Obispo Creek and Highway 101, and includes three bridge crossings over San Luis Obispo Creek.

This segment of the Bob Jones Pathway provides an important link of this facility connecting San Luis Obispo and Avila Beach.

The project will require the following: obtaining trail easements from willing sellers; financial assistance from federal and state grant funds; and completion of any necessary permit applications and requests for permit approvals from the US Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board, Caltrans, and other entities. Construction is anticipated occur in roughly three phases as funds become available, with completion anticipated within six years.

As identified by the applicant (San Luis Obispo County Parks), the project is expected to provide an alternative transportation corridor as well as an important recreation corridor for residents of and visitors to San Luis Obispo County. The project implements a number of goals and objectives that are identified in the County Parks and Recreation Element.

The County Parks and Recreation Element identifies the following vision for the county:

- A quality park, recreation, and natural area system.
- An equitable distribution of parks and recreation lands and services.
  Parks and recreation opportunities for all age groups and physical capabilities.
- A system of parks, recreation, and natural areas consistent with the community's existing and future needs.
- Protection of sensitive natural and cultural resources within new and existing parks and natural areas.
- A viable park, recreation, and natural area funding source which provides for community needs.

In addition, the Parks and Recreation Element identifies that:

- Parks and trails contribute to the overall high quality of life and make our communities more livable.
- Parks and trails provide health benefits through active recreation opportunities that are essential for people of all ages to develop and maintain healthy and constructive lifestyles.
- Our lives can be enriched by experiencing nature, recreating and exercising regularly, and having these experiences close to where we live.
- Trails can provide economic benefits through tourism and recreation opportunities.
- Trails provide opportunities for convenient access to natural settings, recreational and cultural opportunities, and open space where individuals and families can spend time together and share common values.
- Trails provide options for alternative modes of transportation, thus reducing the costs associated with auto-dependent transportation.

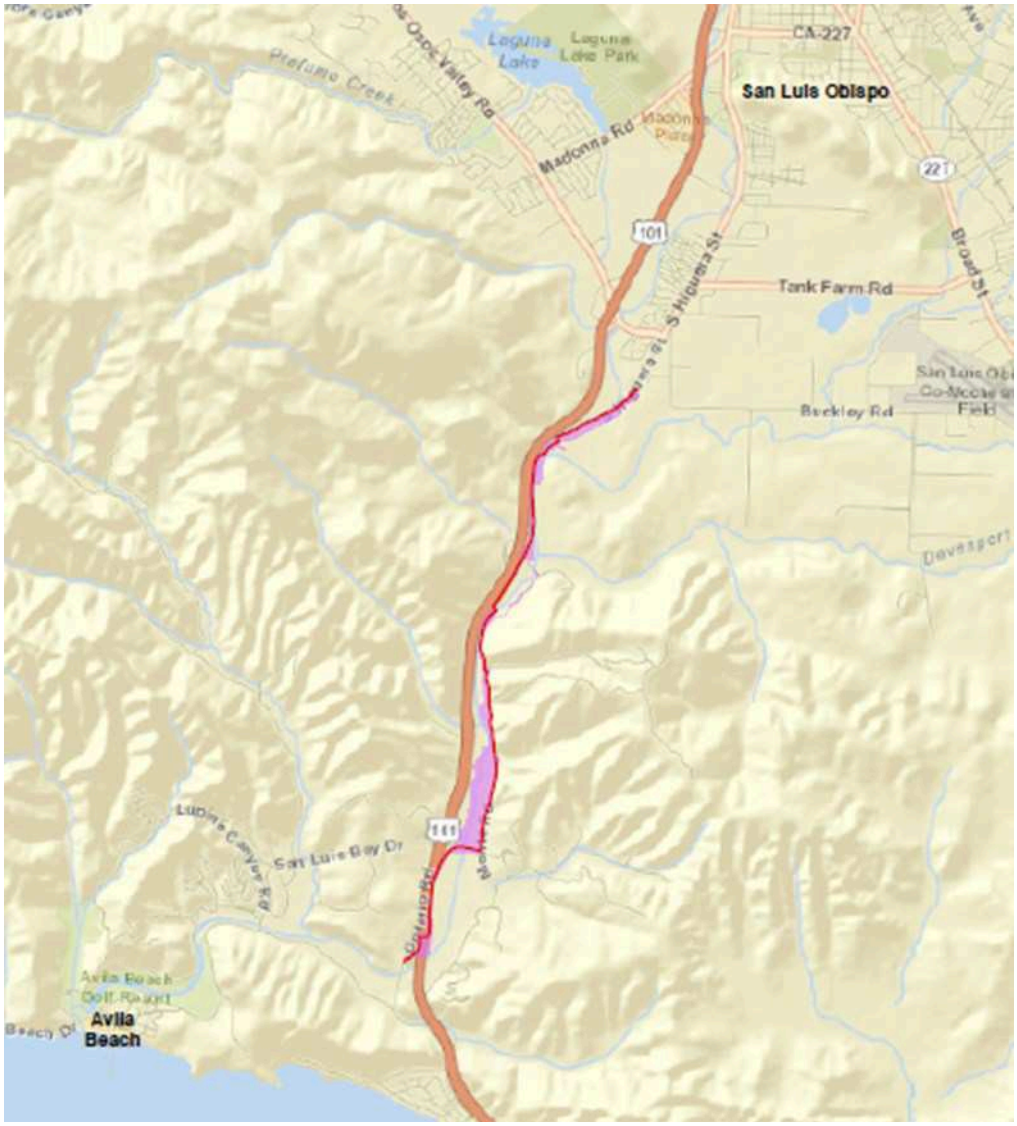
The applicant (San Luis Obispo County Parks) has identified the following project objectives:

- Provide new and expanded recreation within the county consistent with the Parks and Recreation Element of the General Plan. (Goal 2, Objective B)
- Provide a viable multi-use trail system consistent with the Parks and Recreation Element of the General Plan (Goal 2, Objective C), which respects private property and uses and balances public resources, community concerns, and environmental protection.
- Provide a primarily Class I bicycle/pedestrian corridor that does not require excessive long-term maintenance costs due to design, location, or use.
- Provide an alternative transportation corridor connecting the City of San Luis Obispo, from the Octagon Barn, with the community of Avila Beach.
- Provide a safe and scenic bicycle/pedestrian route for a broad range of users (e.g., families, walkers, joggers, young cyclists, cycling enthusiasts, skaters, and the disabled).
- Maximize users' contact with the natural environment while avoiding environmental impacts.

PROJECT LOCATION

The proposed project is located in San Luis Obispo County, south of the City of San Luis Obispo and north of Pismo Beach, along Highway 101 (US 101). The proposed BJP extension would begin just south of the City of San Luis Obispo adjacent to the Land Conservancy Octagon Barn (located on South Higuera Street) and continue south approximately 4.5 miles to the Ontario Road Staging Area (located near Highway 101 between Avila Beach Drive and San Luis Bay Drive on Ontario Road), as shown in Vicinity Map below.

Vicinity Map



Bicyclists currently ride between the City of San Luis Obispo and the Ontario Road staging area via a Class II (on-street) bike path located on South Higuera Street and Ontario Road. The existing Class II corridor is used by bike commuters as well as by recreational cyclists traveling to Avila Beach and as part of a longer-distance ride to the City of Pismo Beach or Five Cities area. The existing Class II corridor places bicyclists immediately adjacent to motorists and includes an at-grade crossing at the Ontario Road/San Luis Bay Drive intersection. This intersection presents existing safety concerns and is less than optimal for bicycle and pedestrian traffic. Concerns at this intersection include the speed of traffic on San Luis Bay Drive; the number of queued motor vehicles on Ontario Road and the Highway 101 off-ramp; and the number of vehicles turning onto Ontario Road or onto the Highway 101 on-ramp. All these factors impact bicycle safety and the overall ease of bicyclists getting to the Ontario Road Staging Area and/or to the City of Pismo Beach.

The general character of the project area is agricultural with scattered residences. The adjacent hills, known as the Irish Hills, are a significant natural feature of this area. The majority of the proposed path would be separated from existing streets and parallel Highway 101 and the SLO Creek corridor. The pathway will be in a natural setting, with 50 percent of the route adjacent to orchards and fields.

PROJECT CHARACTERISTICS

The three classes of bike paths are defined as:

- Class I Bikeway (Bike Path)- Provides a completely separated right-of-way (ROW) for the exclusive use of bicycles and pedestrians, with cross-flow by motorists minimized.
- Class II Bikeway (Bike Lane)- Provides a striped lane for one-way bike travel on a street or highway.
- Class III Bikeway (Bike Route)- Provides for shared use with pedestrian or motor vehicle traffic. (consistent with the Streets and Highway Code Section 890.4)

The proposed project would consist of Class I and Class III pathway segments. Path widths are generally as follows:

1) Class I: separated 12-foot trail including 2-foot shoulders on either side; the 12-foot section would likely be paved with asphalt and the shoulders would be base material.

2) Class III: varying in width from 5.0 to 7.5 feet of shared use along existing road surface.

Class I segments would be constructed within 20-foot trail rights-of- way. Construction of the pathway would primarily occur within a typically narrow 30- to 60-foot wide construction disturbance zone on nearly level terrain. In some areas the construction disturbance zone would be wider, up to 140 feet wide, to include adjacent staging areas, such as required for assembly and installation of the pedestrian bridges. In several areas, the pathway would run parallel to and within 30 feet of the bank of SLO Creek and its riparian corridor. Some tree trimming at the riparian canopy edge would be required for construction access and to ensure adequate overhead clearance for bicyclists, where the trail parallels the creek corridor. Trimming and possible removal of some trees may be necessary for placement of bridge decks at the creek crossings. Each of the five design segments is described in detail below.

Segment 1: Octagon Barn to South Higuera Street Crossing

(See map sheets 2 and 3 below)

Segment 1 of the new trail would begin at the Octagon Barn on South Higuera Street where a 10,000-square-foot trailhead with parking and other facilities would be constructed. The Land Conservancy of San Luis Obispo County is independently managing the development of the Octagon Barn Center. The County and the Land Conservancy intend to work together for the development and maintenance of facilities located along the Bob Jones Pathway, on the Octagon Barn Center site. Site grading, development of parking, construction of restrooms, and development of bicycle parking adjacent to the restrooms would occur as part of the Bob Jones Pathway project. The surface of the parking lot would likely be covered with a permeable surface (e.g., decomposed granite). The parking spaces and restrooms would occupy an approximately 1.52- acre footprint. The County would also construct access to the parking spaces, an emergency exit (which the bike path is located within), and the portion of the BJP that occurs on the Octagon Barn site. Both the

Octagon Barn Center project and the Bob Jones Pathway project are required to widen South Higuera Street and provide a left turn lane into the Octagon Barn Center site. The County and the Land Conservancy intend to work together for these street improvements. A Class I path would proceed southwest for approximately 300 feet with a 180- foot-long, 4-foot- to 6-foot-high retaining wall along the east side of South Higuera Street. The path would continue to run along the south/east died of the roadway before reaching the proposed South Higuera Bridge. The proposed South Higuera Bridge would allow the pathway to cross SLO Creek near the Filipponi Ecological Reserve. Proposed construction of the South Higuera Bridge (BR-A) would include:

1) One 10-foot-wide by 50-foot-long earthfill approach ramp at 5 percent grade on either side of the SLO Creek crossing.

2) Two 10-foot-wide by 50-foot-long prefabricated steel truss approach ramps at 5 percent grade on either side of the SLO Creek crossing, with proposed 5-foot landings every 50 feet on 3-foot diameter piers.

3) One 15-foot-wide concrete abutment/landing on a 3-foot-diameter pier placed on either side of the SLO Creek crossing.

4) One 10-foot-wide by 120-foot-long prefabricated steel truss bridge and one 10-foot-wide by 60-foot-long prefabricated steel truss bridge, both with deck elevations at 90 feet spanning SLO Creek.

Segment 2: South Higuera Street Crossing to Bunnell Crossing

(See map sheets 4 and 5 below)

After crossing SLO Creek at the proposed South Higuera Bridge, the BJP would proceed an additional 2,500 feet, between the east edge of South Higuera Street and the SLO Creek corridor at or near the top of bank, where it would reach the Maino property near the Highway 101 northbound off-ramp. Along this section, just north of Clover Ridge Lane, a 200-linear-foot by 3-foot-high retaining wall and curb would be added, as needed, where the west bank of SLO Creek slopes steeply toward the thalweg (low point of the channel).

Four existing 30-inch to 36-inch corrugated metal pipe (CMP) culverts conveying road drainage and runoff from South Higuera Street and Highway 101 to SLO Creek have deteriorated. These existing culverts would need to be repaired and replaced in the near future. An exposed and eroded section of an existing 36-inch concrete culvert, located approximately 1,500 feet south of the proposed South Higuera Bridge, would be restored with replacement piping, earthfill materials, and biotechnical slope protection.

At the southern end of this segment, the BJP would be located within the Clover Ridge Lane right-of-way and would become a Class III pathway for approximately 1,300 feet with a split rail fence. Trailhead parallel parking is proposed along the west side of Clover Ridge Lane. The proposed parking spaces would be covered with a permeable surface (e.g., decomposed granite). The trail from the south end of Clover Ridge Lane to the proposed Bunnell Bridge would be a Class I path, for approximately 1,500 feet replacing a portion of an existing agricultural road with the installation of two new culverts and repair of one existing culvert as needed. Proposed construction of the Bunnell Bridge (BR-B) would be similar to that of the South Higuera Bridge, including:

1) One 10-foot-wide by 50-foot-long earthfill approach ramp at 5 percent grade on either side of the SLO Creek crossing.

2) Three 10-foot-wide by 50-foot-long prefabricated steel truss approach ramps at 5 percent grade on the northeast side relative to SLO Creek and four approach ramps of similar dimension on the southwest side relative to SLO Creek, with proposed 5-foot landings every 50 feet on 3-foot-diameter piers.

3) One 15-foot-wide concrete abutment/landing on a 3-foot-diameter pier placed on either side of the SLO Creek crossing.

4) One 10-foot-wide by 120-foot-long prefabricated steel truss bridge with deck elevation at 74.5 feet spanning SLO Creek.

Segment 3: Bunnell Crossing to San Luis Bay Drive

(See map sheets 6 and 7 below)

After crossing SLO Creek at the Bunnell Bridge, Segment 3 of the Class I pathway, would proceed along the creek. At a location approximately 1,300 feet south of the crossing, the pathway would continue adjacent to Baron Canyon open space lands east of the SLO Creek corridor along an existing farm road, with 1,000 feet of unfenced area and 2,000 feet of t-post fencing.

At the approximate midpoint of Segment 3 in the Baron Canyon area, the pathway would shift to the south, crossing SLO Creek approximately 4,200 feet south of the Bunnell Bike/Pedestrian Bridge. This bridge would be of a similar type as the other crossings along the proposed alignment, although the span would be longer (approximately 120 feet) based on creek conditions in this area. This bridge would be constructed from top of bank, with no center pier required. Immediately past this new crossing, the pathway would dip westward immediately after the Creek crossing, turning south and ultimately following a route parallel to Highway 101. The pathway would be located on SLO Land Conservancy property and Gable property immediately adjacent to the Caltrans right-of-way, until reaching San Luis Bay Drive in segment 4.

Segment 4: San Luis Bay Drive Crossing

(See map sheet 8 below)

At San Luis Bay Drive, the pathway would cross under the roadway.

To pass under San Luis Bay Drive, a new bike/ pedestrian tunnel would be constructed under the roadway, which is elevated in this location. This 80-foot tunnel would connect to the pathway alignment to the south.

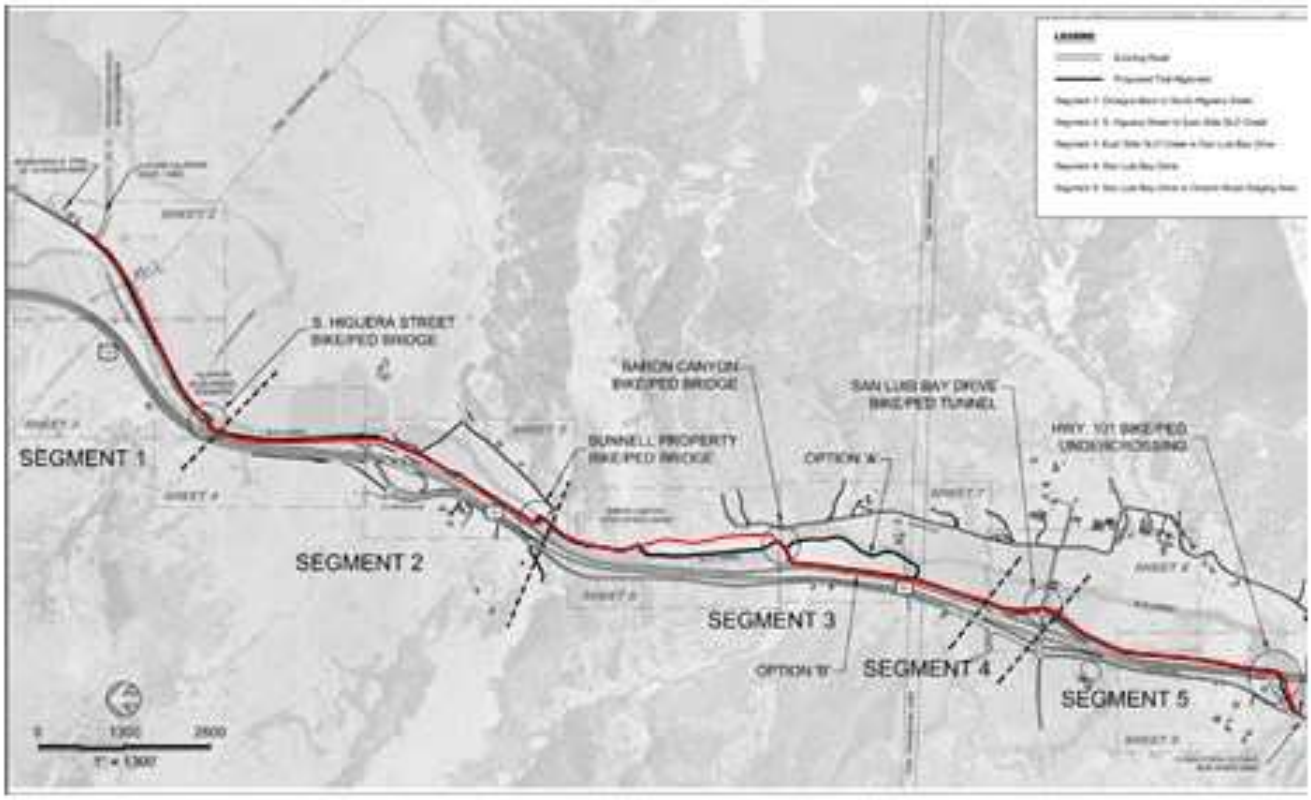
In addition to the tunnel, paved pathways will be included north and south of San Luis Bay Drive, east of the pathway, serving as trail access ramps to and from San Luis Bay Drive. These ramps are critical to allow trail access (and exit) in this location. The ramp pathways will also serve as pathway access and exit points during seasonal closures in Segment 5 caused by high creek flows under US 101, where users would be required to detour onto Ontario Road.

Segment 5: San Luis Bay Drive to Ontario Road Staging Area

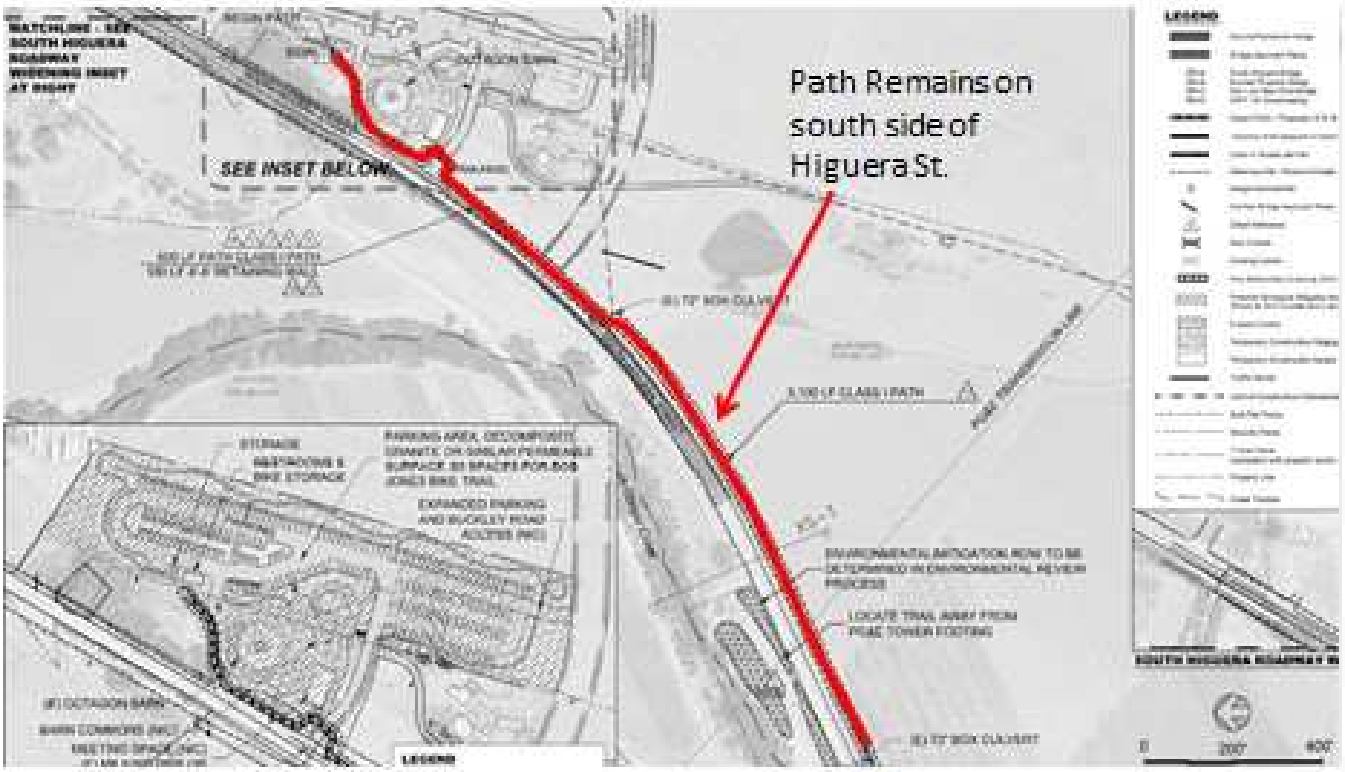
(See map sheets 8 and 9 below)

The final segment of the pathway, Segment 5, extends from roughly San Luis Bay Drive to the Ontario Road Staging Area. A Class I pathway would extent approximately from the junction of Segment 4 and Segment 5, eventually traveling within or slightly west of an existing farm access road easement. This segment of the Class I pathway would be located to coincide with the farm road, thereby providing farm access on the east side of the road and bicycle/pedestrian access on the west side. Within this segment, four small 12-inch culverts would be installed along the pathway to allow sheet flow and drainage from Highway 101. At the Highway 101 bridge at SLO Creek, the pathway would go under the highway and connect to the existing Ontario Road Staging Area.

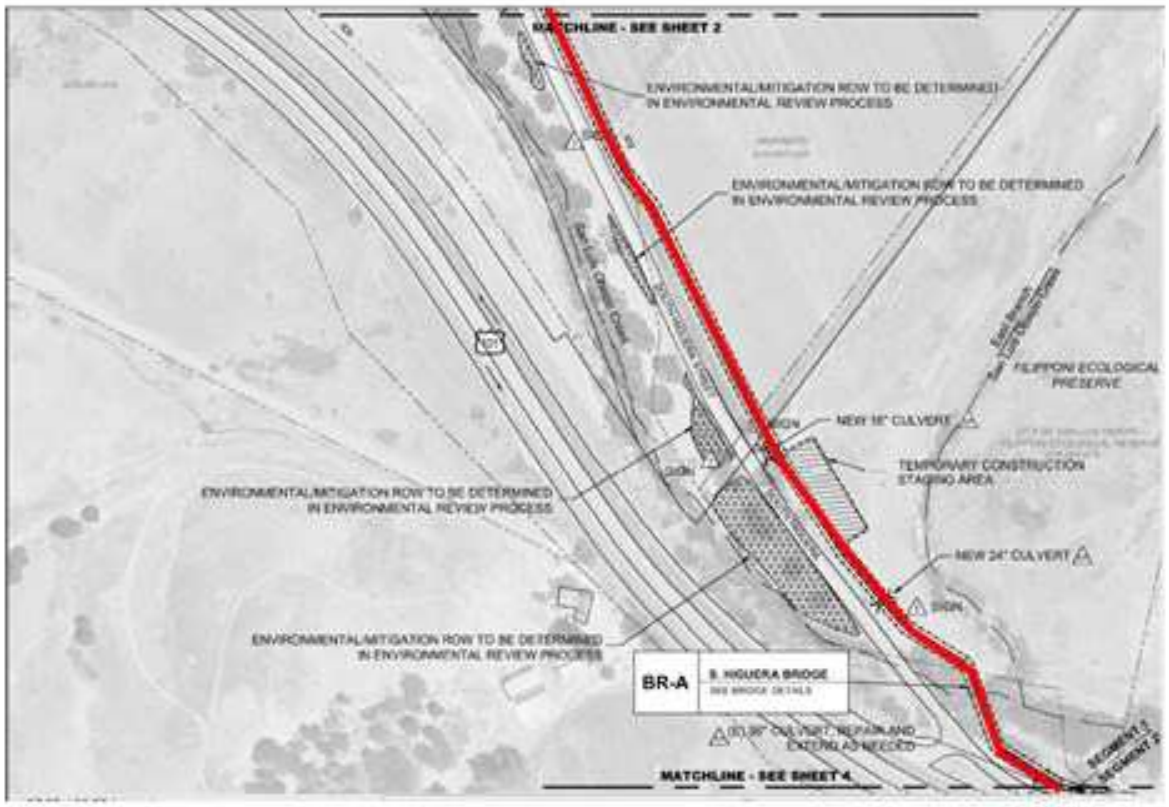
The highway undercrossing would be located near the outer edge of the active SLO Creek channel floodplain (in the second bridge barrel on the north side of the bridges) near the Ontario Road staging area. The undercrossing structure would consist of an at-grade 12-foot wide, 6-inch thick unreinforced concrete slab in 12-foot long sections abutting the existing concrete structure along the north side of the bridge. The path would be at channel grade, and the slab would be placed on an aggregate base section. A 3-foot (minimum) trench, backfilled with ½ ton grouted rock, would be placed on one or both sides of the concrete slab to minimize scour and undermining of the pathway.


S. HIGUERA STREET
BIKE/PED BRIDGE
RAMON CANYON
BIKE/PED BRIDGE
SAN LUIS BAY DRIVE
BIKE/PED TUNNEL
HWY. 101 BIKE/PED
UNDERCROSSING
SUNNELL PROPERTY
BIKE/PED BRIDGE
OPTION 'A'
OPTION 'B'
SEGMENT 1
SEGMENT 2
SEGMENT 3
SEGMENT 4
SEGMENT 5
0
1300
2600
1" = 1300'

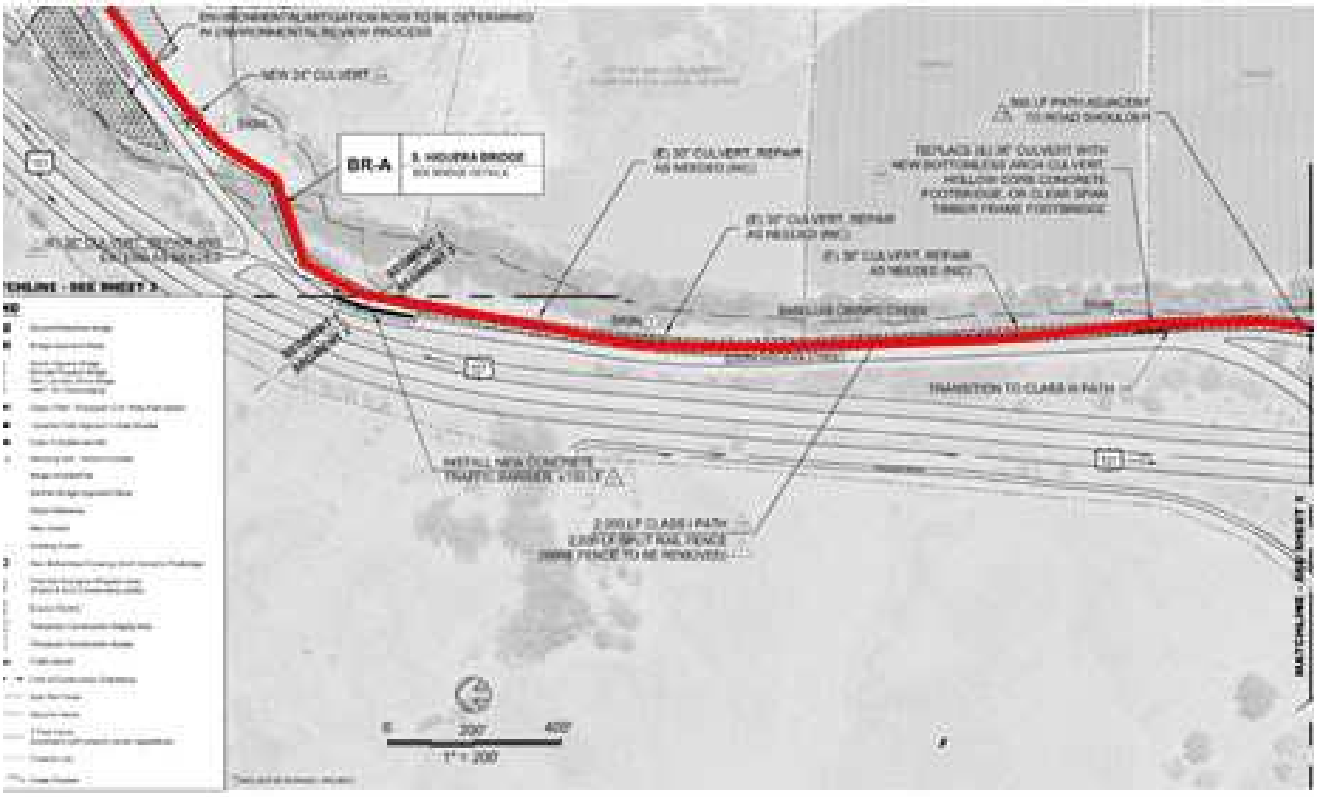
Sheet 1


Path Remains on south side of Higuera St.
SEE INSET BELOW
LEGEND

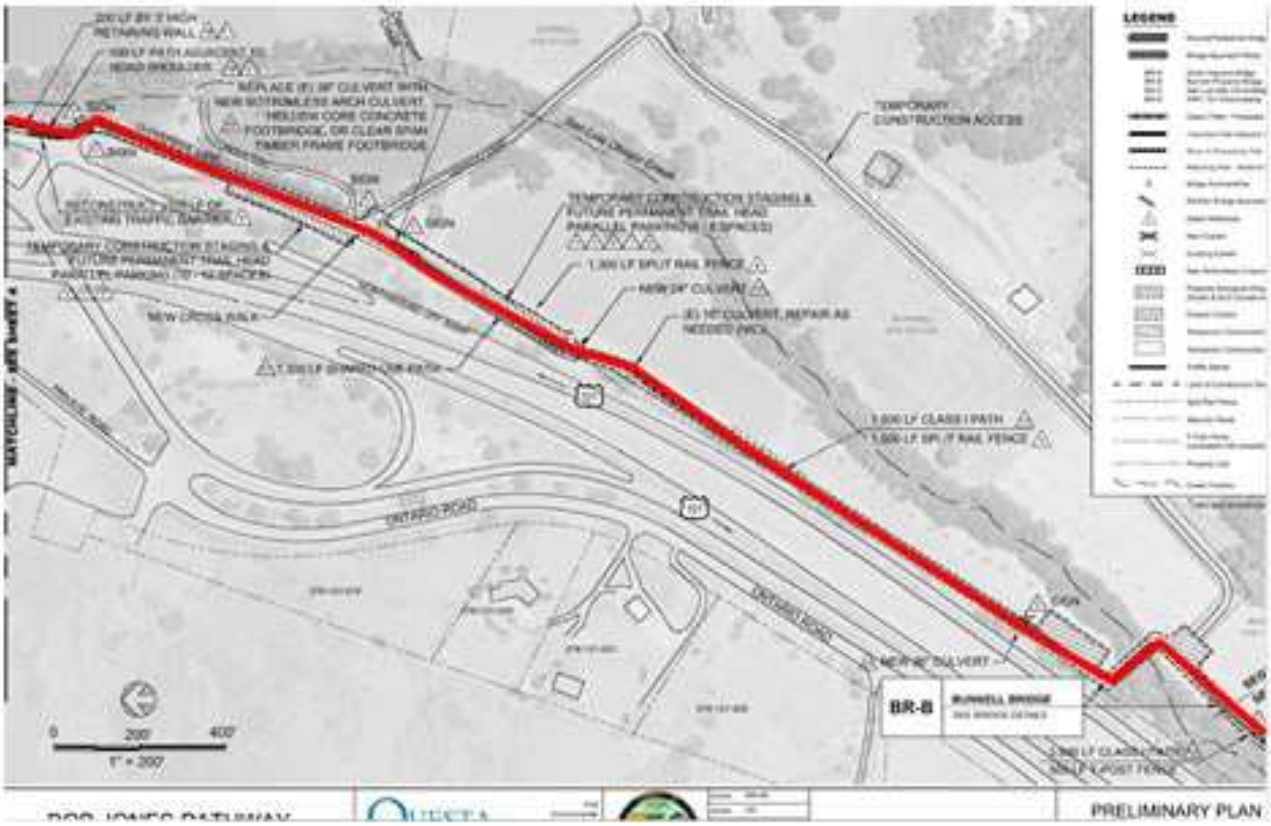
Sheet 2


MATCHLINE - SEE SHEET 2
ENVIRONMENTAL/MITIGATION ROW TO BE DETERMINED IN ENVIRONMENTAL REVIEW PROCESS
ENVIRONMENTAL/MITIGATION ROW TO BE DETERMINED IN ENVIRONMENTAL REVIEW PROCESS
FILIPPONI ECOLOGICAL PRESERVE
NEW 18" CULVERT
TEMPORARY CONSTRUCTION STAGING AREA
ENVIRONMENTAL/MITIGATION ROW TO BE DETERMINED IN ENVIRONMENTAL REVIEW PROCESS
NEW 24" CULVERT
ENVIRONMENTAL/MITIGATION ROW TO BE DETERMINED IN ENVIRONMENTAL REVIEW PROCESS
BR-A
S. HIGUERA BRIDGE
MATCHLINE - SEE SHEET 4

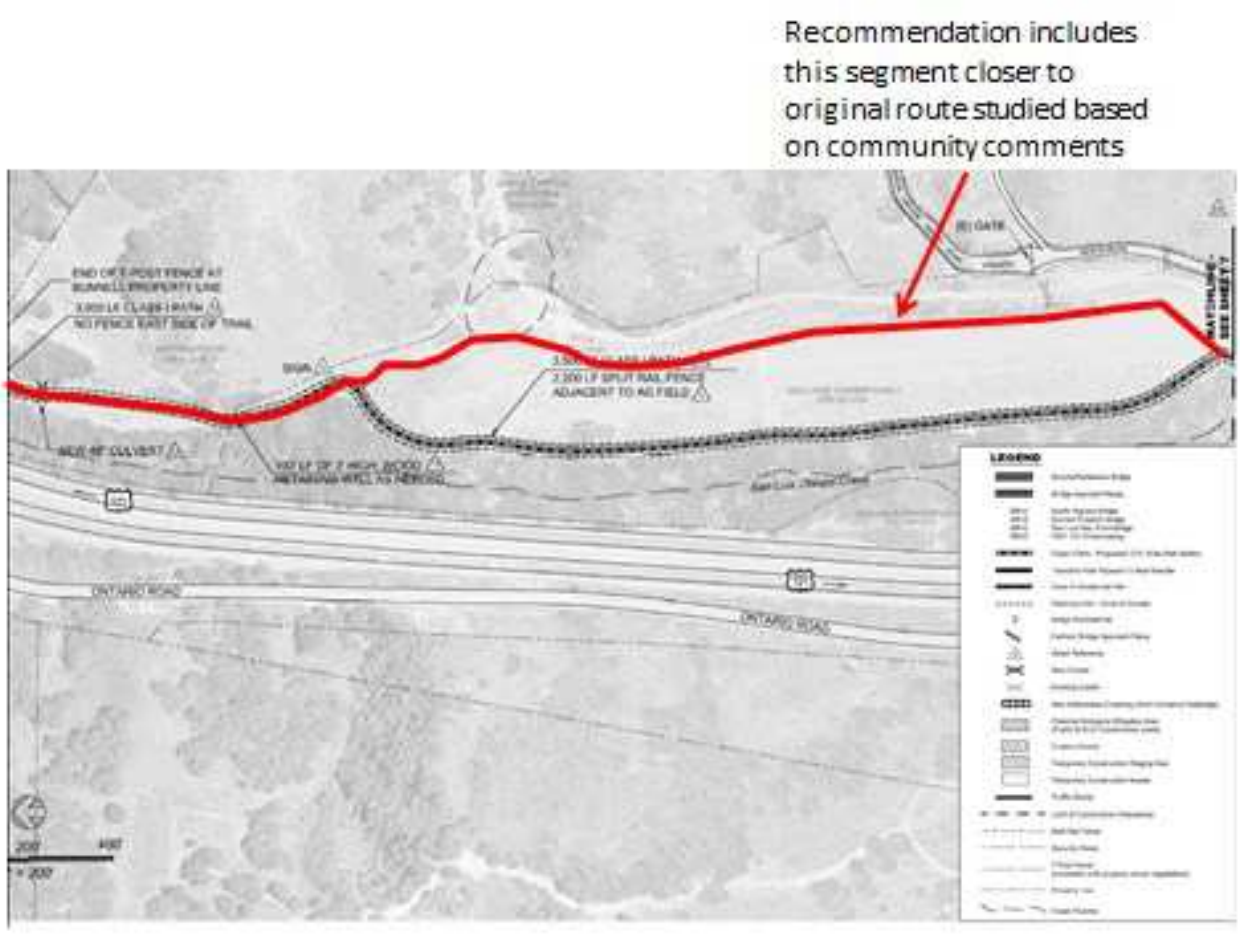
Sheet 3


BR-A
TRANSITION TO CLASS III PATH
INSTALL NEW CONCRETE
0
200'
400'
1" = 200'

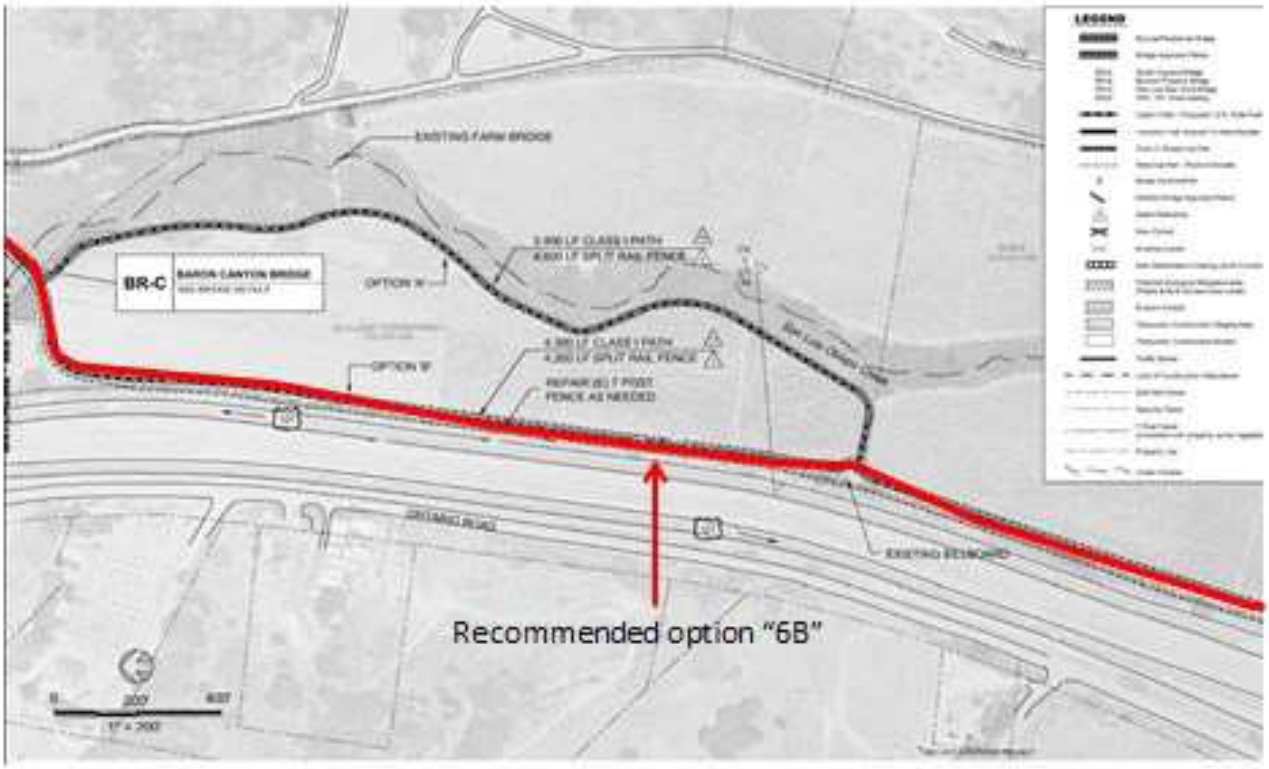
Sheet 4


LEGEND
TEMPORARY CONSTRUCTION ACCESS
1,300 LF SPLIT RAIL FENCE
NEW 24" CULVERT
1,500 LF CLASS I PATH
1,500 LF SPLIT RAIL FENCE
ONTARIO ROAD
BR-B
0
200'
400'
1" = 200'
PRELIMINARY PLAN

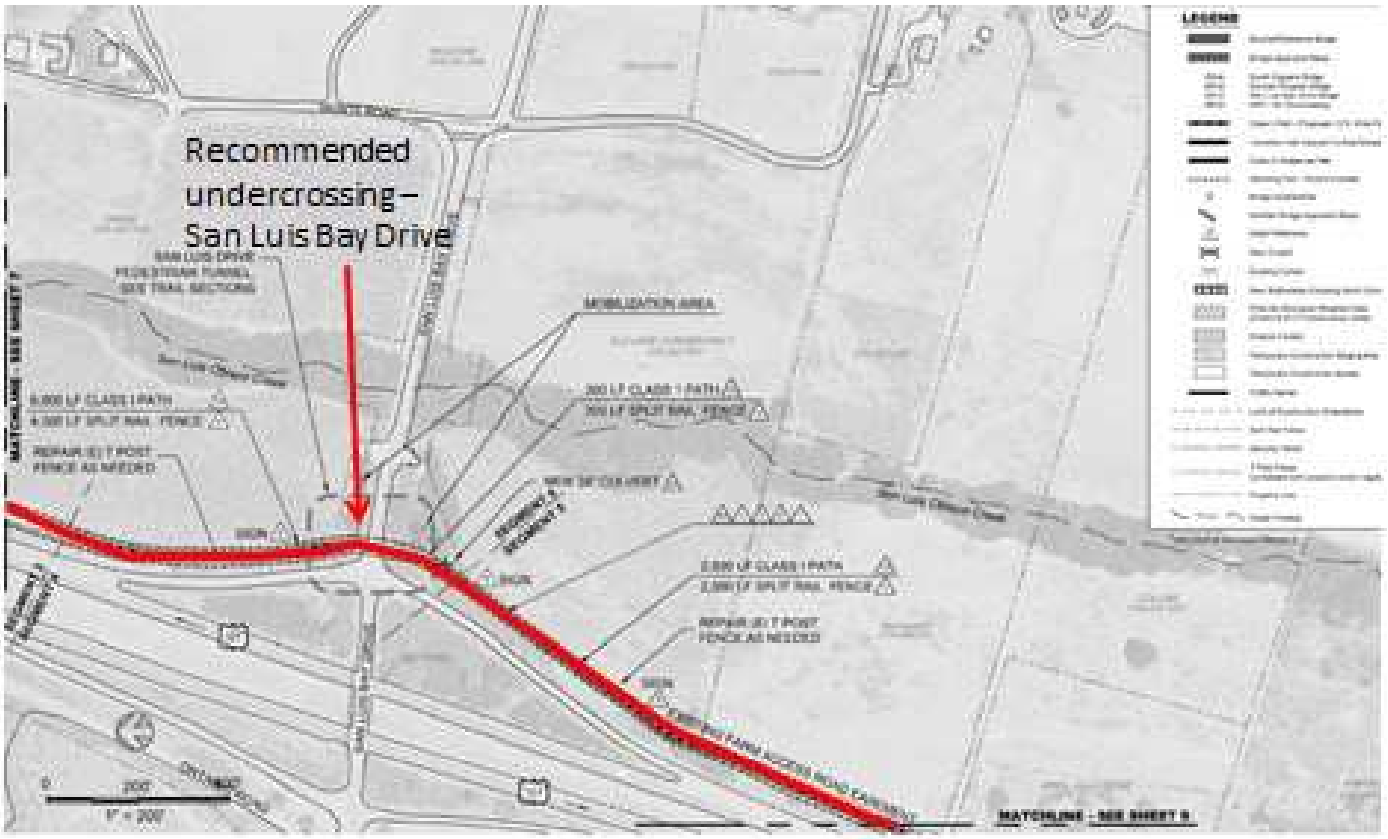
Sheet 5


Recommendation includes this segment closer to original route studied based on community comments
ONTARIO ROAD
ONTARIO ROAD
LEGEND

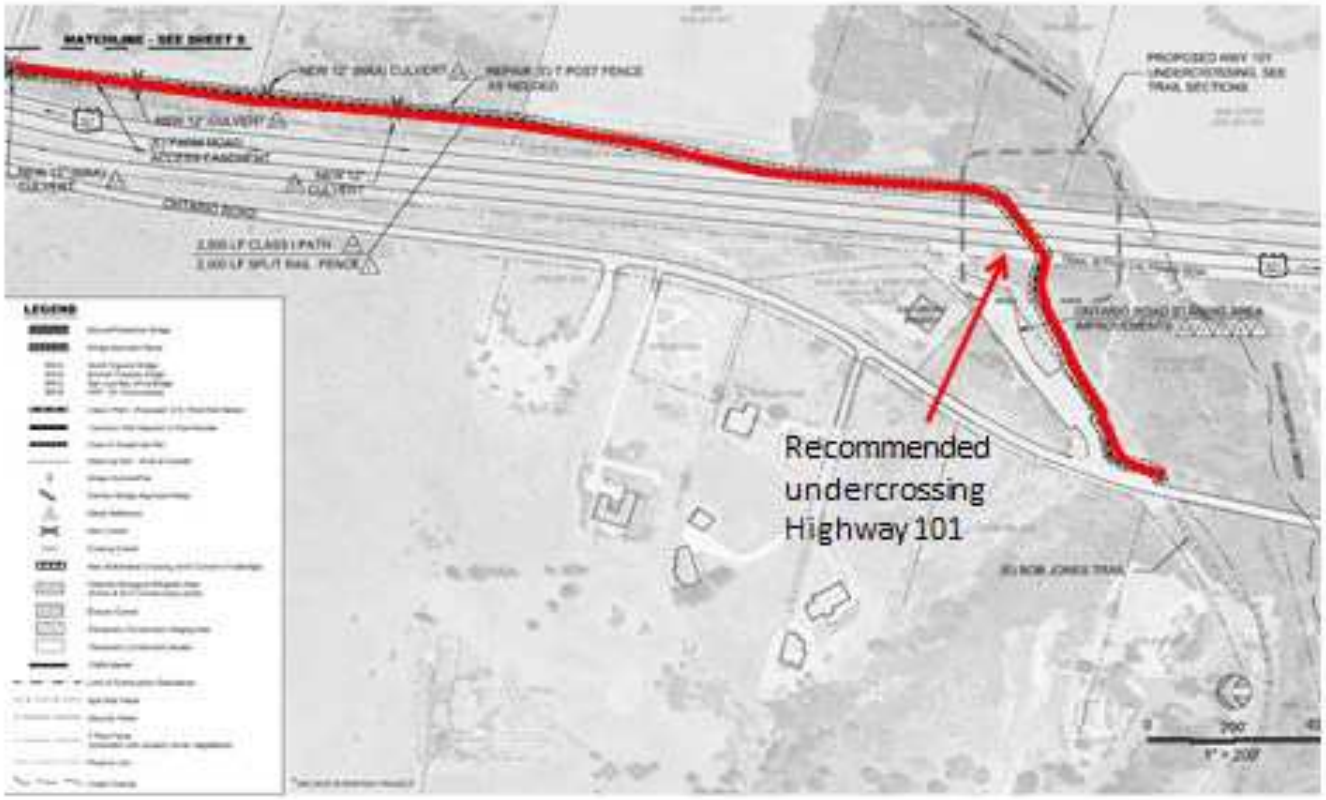
Sheet 6


LEGEND
EXISTING FARM BRIDGE
BR-C
SANTA CANYON BRIDGE
OPTION 'A'
OPTION 'B'
Recommended option "6B"

Sheet 7


Recommended undercrossing – San Luis Bay Drive
MOBILIZATION AREA
MATCHLINE - SEE SHEET 9

Sheet 8



Sheet 9